

HEARD IN HOTEL CORRIDORS

JUST AS MANY GUESTS, BUT MUCH LESS BAGGAGE.

Antes Have Something to Do With It. It is likely a man orders ice water—Cuba to Venezuela by way of New York—The London Wholesale Street.

"Either people are not travelling much by train this summer or they are taking less baggage about with them," said the head porter of one of the big hotels yesterday. "I cannot make it out, because we seem to be doing a bigger business than at the corresponding time last year and our house count to-day is just a few under 700."

"But I have been struck on my visits to the baggage rooms of the railroad stations with the small quantity of trunks piled up awaiting trains compared with last year. Only in the last three days have I seen the Grand Central baggage room piled full and this is explained by the fact that seashore and the summer exchange guests about the 1st of August. I am inclined to think that people are not travelling with so many trunks as they did."

"Of course this summer there have been more who do their travelling in automobiles and the women get used to travelling light, wearing perhaps a dark linen dress and carrying an evening dress with them. But certainly the same quantity of trunks is not knocking about this year as last."

In one of the hotels where you can order almost anything you want by turning a lever to that part of a dial where you want it marked and pressing a button, a man from up near Lake Placid set the whole front office going. He saw "ice water" printed on the dial and immediately jumped and turned the lever and pressed the button.

Simultaneously the bell attached to the indicator in the front office began to ring and kept on. After some minutes the room clerk checked off the bell and sent a bellboy upstairs to find out what was the matter in 527. The boy found the occupant leaning heavily on the button of the signal.

"Say," said the visitor, "that thing says 'ice water,' but I've been pressing on this button for ten minutes, and not a darned drop has come out yet."

C. L. Pinto, the Cuban Minister to Venezuela, is at the Breelin. Señor Pinto does not mind the hot weather in New York. In the country to which he is accredited there is supposed to be a revolution brewing, and in his own country one has just started. There is no direct way of getting from one republic to the other, and he has to come all the way to New York in order to get from Havana to La Guayra.

"The wholesale dealer in London holds strictly to a wholesale trade and absolutely refuses to sell as retail, even to accommodate one of his regular customers," said a recently returned traveler. "I found this out when I went to one to select a piece of tweed for a dress for my wife."

"My tailor had got me some samples, but I didn't like any of them. So he gave me a card to a wholesale dealer and told me I could order anything from the latter I wished and get it at the same price he would pay for it. I went to the wholesale house and presented the card. The clerk looked it over and then said he must call a manager. The latter greeted me cordially."

"Does this tailor make ladies' suits also?" he asked me. I did not know, but the clerk ventured to say that the man whose name was on the card was one of their regular customers.

"Well, sir, I cannot sell you any goods," said the manager. "We sell ladies' tweeds only to dealers and ladies' tailors. There is no use arguing, so I turned on my heel and left."

SAVE NEW HAMPSHIRE WOODS.

Society for White Mountain Forest Conservation Opens Session.

BRETTON WOODS, N. H., Aug. 2.—The first session of the forest conference of the Society for the Protection of New Hampshire Forests was opened to-night at the Mount Pleasant by ex-Gov. F. W. Rollins.

The first speaker was Robert P. Bass, Governor of New Hampshire, whose remarks were on the State's forest resources of the Crawford Notch. Gov. Bass said that two experts had been employed by the State to estimate the value of this tract, which is thirteen miles long and a mile and a half wide. The owners of this land had also submitted their valuations, but as yet no agreement had been reached.

Logging in this region had, however, ceased and the reservation was assured.

The next speaker was Congressman Hawley of Oregon, of the National Forest Restoration Council, who said that the White Mountains for some time going over the proposed Federal reservation with Henry S. Graves, national forester and also member of the Geological Survey.

Mr. Hawley said that the national committee was sincere in this matter and that New Hampshire would receive her share of the appropriation under the act. He also said that the State would be made to obtain the unpaid part of the appropriation which was not available after the fiscal year ended July 1, 1911.

In closing Mr. Hawley said that the United States will always protect the White Hills and it will always be a beauty spot in the country, for it is the common heritage of the whole nation.

Dr. James Nelson Page later gave an interesting talk on the Southern Appalachians.

Culhane-Kendry.

At the Church of the Blessed Sacrament, Seventy-first street and Broadway, Robert Joseph Culhane and Miss Lauretta Anne Kennedy were quietly married yesterday.

The ceremony was performed by the Rev. Matthew A. Taylor, the pastor of the church. The bride wore a crown of white chiffon cloth over white satin, a large picture hat trimmed with white feathers, and carried a bouquet of white orchids. She was attended by her sister, Miss Lillian Kennedy, who wore pink and carried a bouquet of white roses.

The best man was John A. Donohue, a friend and classmate of the groom. Immediately after the wedding the wedding party entertained at breakfast at the home of the bride, 142 West Seventy-third street.

Mr. Watson was born at Braddock Fork, West Virginia, N. S., and is 25 years old. He was educated at the public schools of his native town and at Dalhousie University at Halifax, N. S., where he was graduated in 1907. He was graduated three years later with honors and a scholarship.

LIVE TOPICS ABOUT TOWN.

Roger Breennahan, the manager of the St. Louis Cardinals, has a theory that many baseball players fail because of their lack of earnestness. When Roger was here recently he said:

"One of the first things a young ball player should learn is that baseball is a business. Too many of the youngsters who break into fast company live with the idea that the game is merely play. They find it hard to realize that it has become a great show business and that the man who is to succeed in a big way must make a business of it."

"Ned Hamilton, John McGraw and men of that kind grasped the possibilities of the game early, and the result is that they have made huge successes. The man who wants to climb to the top will have to follow their example."

An elderly man walked into a Brooklyn branch of the Public Library the other day and addressed the young woman behind the counter in this fashion:

"I want a certain book by a certain author and both the title of the book and the name of the author have escaped my memory. In appearance the author looked like a mixture of Robert Louis Stevenson and Hall Caine and had, I believe, a cataract of the eye. He had written much about Japan in every style of writing. If you can tell me his name I'll look up the book. Can you do it?"

The young woman pursed her lips meditatively. She answered:

"Could it be Lafcadio Hearn that you are thinking of?"

It was.

Janitors who handle the flags on his buildings report that this has been an easy year on flags. Rains have beaten them and winds have blown, but apparently with less than usual violence, for the flags that fly continually from schoolhouses and other municipal and private buildings show less wear than in former years.

"The number of flags required in a year to decorate the flagpole of a building where neatness is a part of patriotism varies with the height and location of the building," said a superintendent.

"Ordinarily it is six or seven. So far this year the two schoolhouses that have the reputation of being the best kept of any public buildings in New York have used only two flags, so it seems that they will finish the year on a short allowance."

A contractor who is putting a new front in a business house in upper Fifth avenue deserves something good at the hands of a municipal art society. It was necessary for him to roof over the sidewalk with heavy timbers to make pedestrians safe. Instead of leaving the sidewalk as it was, he has at an expense of only a few dollars covered them with a lattice work of lath painted green, while the entrance and the inside of the sidewalk tunnel are similarly ornamented in white. The effect is pleasing and in happy contrast with the other hideous sidewalk protections in the same neighborhood.

STORY OF SEABIRD'S TRIP.

Yachtmen find the going a bit uncomfortable from Providence to the Azores.

PROVIDENCE, Aug. 2.—The first detailed account of the experiences of Fred B. Thurber, T. R. Goodwin and Thomas Fleming Day, who left here on June 10 in the twenty-five foot yawl Seabird and have since reached Rome after touching at the Azores and Gibraltar, was received here from Mr. Thurber to-day.

Two gales, the exhaustion of their fuel, the tainting of their provisions by kerosene which leaked into the bilge water and swashed around, and a leak which necessitated pumping every four hours, did not daunt them during the nineteen days of their first lap to Fayal.

Their health remained good, with the exception of that of Skipper Day. The account by Mr. Thurber is dated June 29 and was written while the little boat was skirting the coast of the islands of Corbo and Flores in the Azores group.

Five days afterward Mr. Thurber was celebrating the Fourth of July by shooting his revolver on a hillside at Fayal. In part he says:

"Up to three days ago we had averaged 103 miles a day and could have arrived at Aorta easily in twenty days if the wind had held. Also we were hoarse to thirty-two hours in a gale, which fortunately blew us east."

"The engine at times runs like clockwork. It develops all kinds of symptoms in between times and especially in the morning when it is starting. The hours we have devoted in trying to induce it to run have at least cost us a day. It runs fully as well on kerosene as gasoline, but we could not use the magneto owing to insufficient revolutions."

After a week we were reduced to practically no oil on diet. Almost everything aboard had at least a trace of kerosene on it.

We had very little chance to dry clothes on deck until eight days out, as it was either foggy or cloudy or we were being washed with spray. Therefore most of the stuff in the cabin got clammy. The ports had to be closed most of the time and often the hatch, which made the cabin very hot when the engine was running. Besides heat the bilge belched more or less gas and smoke and dripped kerosene into the bilge."

"On the fifth day out we started a leak somewhere, which although it did not reach the engine, kept us pumping every four hours and often when in a sea way. As we rolled most of the time the swishing back and forth of the mixture in the bilge was perfect."

"Our potatoes and onions were saturated, but by paring off one-fourth or so we got within the kerosene line."

"The first half of the trip seemed pretty long, but after we had sailed for a time it passed more quickly. Our intention was to sail south of the 40th parallel to get the regular southwesterly wind as possible, but owing to the persistent south winds and calms, unless we beat directly to windward, we were unable to get out of the stream until three-fourths of the way across the Atlantic. We had had much more pleasant weather."

"We probably shortened sail fifty times, and although the boat is a dry boat for its size she is so small that the spray will come over her. She is a wonderful sea boat and non-capable, but slow on most points of sailing, and can't go to windward at all."

In conclusion Mr. Thurber gives a summary of the log for the voyage.

The Seagoers.

Among the passengers on the Kaiserin Augusta Victoria, sailing to-day for Hamburg, will be:

Mr. and Mrs. Robert W. Chambers, Mr. and Mrs. Edward K. Cone, Clarence S. Funk of Chicago, Mrs. H. O. Haveney, Mr. and Mrs. H. A. Henshaw, Mr. and Mrs. J. A. Lettenbauer, German Consul-General in Cincinnati, and Mrs. Lettenbauer, the Rev. Hugh McGuire of Chicago and Mr. and Mrs. James Alfred Roosevelt.

Passengers on La Savoie, sailing to-day for Havre:

Mr. J. Bigelow, Jr., Capt. J. R. Edie, Philip S. Hingley, Mr. and Mrs. J. H. Niemeyer, Mr. and Mrs. W. H. Peckham and Mr. and Mrs. Thomas Wheeler.

SONG WRITER COLE A SUICIDE

NEGRO COMPOSER AND ACTOR DROWNS HIMSELF.

Head of the Team of Cole and Johnson Wades into the Creek in Catskill and, Pretending to Be Pooling, Sinks to His Death—Some of His Melodies.

CATSKILL, N. Y., Aug. 2.—Robert Cole, the negro song writer, author of "The Girl With the Dreamy Eyes" and other popular melodies, committed suicide here at 4:30 o'clock this afternoon. Cole, who was a member of the theatrical firm of Cole & Johnson, owners of the "Sambo Girls Company," now on tour, reached here on Saturday night a nervous wreck from overwork and registered at the English House, where his mother was summing. Yesterday, on a late night he was in better spirits and played several of his own selections for his fellow guests.

To-day while walking with friends he reached Catskill Creek and remarking that the water looked inviting he waded in fully dressed and swam for a few minutes, and then, without uttering a word, allowed his body to sink to the bottom. He was drowned before his friends realized that he was not fooling.

Cole was 43 years old and unmarried and resided at 102 West 136th street, New York, where the body will be taken for interment after the inquest to-morrow. His mother is prostrated.

Cole was born in Atlanta. He married early and several years ago his wife divorced him. The couple had no children. Cole began his career as a boy in an Atlanta hotel, drifting from place to the vaudeville stage by virtue of his musical ability. After several years of small parts he turned up in New York with a partner named Johnson on a "Trip to Countown," which made some of a hit.

The team of Cole and Johnson soon took rank with the best of the vaudeville combination. Later productions of theirs were "The Shoochy Regiment," and "The Red Moon." When the latter was taken off the team split, and in a short time Cole had made a new partnership with new Johnson, J. Rosamond, with whom he had been associated ever since under the old team name.

This combination of Cole and Johnson turned out many song hits. Some of these were "Under the Bamboo Tree" and "Conco Love Song," written for Marie Cahill; "The Maiden With the Dreamy Eyes," for Anna Held; "Oh Didn't He Ramble" for George Primrose. Other songs were written for Lillian Russell, for Mahelle Gilman, Edna Wallace Hopper and Elsie Janis.

After Cole left "The Red Moon" he and J. Rosamond Johnson went into vaudeville, Cole singing their songs with his partner at the year. They appeared at intervals until a year ago, when Cole had a nervous breakdown and went to the Manhattan Asylum on Ward's Island. From there he was taken to a private asylum, whence he went to the Catskill last week.

For several years Cole and Johnson maintained a studio at the Hotel Marlborough, 127 West 42nd street, where Cole lived during much of the time while in New York.

CLARY RESCUED FROM MINE.

Hope Rose and Fell With Thud of Approaching Drift.

JOPLIN, Mo., Aug. 2.—Last Sunday morning Joseph Clary, a miner, was pinned by caving earth in a narrow shaft eighty-five feet below the surface of the ground.

At 8:30 o'clock this morning three miners pulled on a rope fastened around Clary's waist, and pale and exhausted but still game, Clary was dragged up into the world again.

When the thin crust of earth remaining between the rescuers and the tomb where Clary waited, standing waist deep in water, broke through the crowd above shouted:

"What's the use of all this monkey business," Clary exclaimed as he was pulled upward over the side of the shaft. "I'm all right. Don't need to handle me like a baby."

Clary was soaked to the skin when found, from floundering about in pools of sewage water. His face and hands were begrimed with mud, but the pallor of his countenance showed through.

A blanket was wrapped about him and a moment later he was being hoisted to the surface. He was his mother, who for three days had lived in a fever of apprehension, was soon talking with him.

"I wasn't scared from the first, mother," he said. "It seemed like an age, though, down there in the dark, before I heard a thumping above my head and then I guessed what was going on. I knew they were drilling a hole to give me a lift."

It was beginning to feel pretty stuffy when the fresh air came.

"I lost all idea of time, but it seemed much longer than it really was. I found a dry ledge at the south part of the drift and I got several pretty good naps, although I was getting mighty hungry. The best of the morning I spent in the drill hole, the fourth one sunk."

It was five feet east of the second hole and was punched into the roof of the drift away down toward the shaft. I had to slide in water to get to it. It sounded good, I can tell you, to hear some one shout down to me, and that first drink of milk and whiskey I got was the finest thing I ever tasted. I wish they couldn't get me to drink milk at home."

PLANS FOR THE AIR RACE.

New York-Philadelphia Contest Is to Begin at Noon on Saturday.

Two of the Curtiss aeroplanes to be used in the race from New York to Philadelphia on Saturday arrived at Governors Island yesterday and are being assembled for the big flight. The third machine is expected to-day. Lincoln Beachey, Charles K. Hamilton and Hugh Robinson, who will take part in the contest, are at the hotel here. The plan is to leave for Philadelphia to-day.

In Philadelphia the aviators will be entertained at luncheon by Umbel Bros., who have put up a \$5,000 prize for the winner of the race. Glenn H. Curtiss will spend to-morrow superintending preparations for the flight. The plan is to make the start at noon.

BALLOON RACE ENTRIES.

Lahn, Berry and Asmann to Represent America at International Contest.

At a meeting of the executive committee of the Aero Club of America yesterday afternoon a team was selected to represent America in the international balloon race, to be started from Kansas City on October 5. Lahn, U. S. A., John Berry and William F. Asmann were named as pilots with H. Wade, Frank M. Jacobs and H. E. Honeywell as substitutes.

It is stipulated that every contestant must use a balloon of rubberized cotton or silk. Each nominee must report with his equipment before September 1, and alternate will take his place. The alternate will have until September 15 to prove the adequacy of his equipment.

Charles Frohman Reported to Be Improving.

Charles Frohman, who has been ill in his rooms in the Hotel Knickerbocker for more than a month, was said yesterday to be improving. He receives his friends and business acquaintances every day, his secretary said.

EDISON TO IDLE AND WORRY.

Has Finished His Talking Moving Pictures, Which He Says Are Wonderful.

Thomas A. Edison, who sailed on the Mauretania yesterday morning to make his first European trip in twenty-two years, was accompanied by his son, Charles Edison, and will meet Mrs. Edison and his daughter, Miss Madeline Edison, in London, after which the family will make a seven weeks automobile trip on the Continent.

Mr. Edison said that he was going abroad for a chance to worry a bit because he was so busy here he didn't have time for worries. He said that he had just finished work on his talking pictures, of which he said 200 sets were now finished and were wonderful. He advised his interviewers to see and hear them.

It has been Mr. Edison's habit to take a vacation in Florida in the winter. Last winter he was too busy and his European trip, therefore, is in the nature of a postponed vacation. He does not expect to do any lecturing on the other side nor is he expecting to meet any of the eminent scientists over there, as he did on his last European trip.

When he was asked if he was doing anything to help along the science of aviation Mr. Edison laughed and said that he had not done anything in that line since some thirty years ago he went into the thing at the suggestion of James Gordon Bennett. He got the idea of flying down all right but couldn't find an engine that was satisfactory. Finally he invented an explosive motor with gun cotton instead of the present gasoline for the motive force. Here he laughed again and said that he had not interested himself in aeroplane invention since.

Mr. Edison looked well and said that he was still working sixteen hours a day, that he worked that number of hours the day before sailing. He never intended to retire, he said, and didn't see why a man couldn't live to be 150 years old by following his system of proper eating, sleeping six hours a night soundly and aiding what he wishes—though that is not much.

"Agreeable work," he said, "never hurt any one, and an exception to the rule," Mr. Edison said that he was having to work now than he was at 25 and was having a good time working.

BISHOP OF OXFORD DIES.

The Rt. Rev. Francis Paget Was Ordained Bishop in 1901.

SPECIAL CABLE DISPATCH TO THE SUN. LONDON, Aug. 2.—The Right Rev. Francis Paget, D. D., Bishop of Oxford, died to-day. He was the son of Sir James Paget, Bart., and was born March 20, 1851. He was ordained Bishop of Oxford in 1901.

The Right Rev. Francis Paget, D. D., was for many years connected with Christ Church, Oxford, and was Bishop of Oxford since 1901. He was the second son of Sir James Paget, Bart. He received his early education at St. Marleybone and All Souls Grammar School and at Shrewsbury School.

He entered Christ Church, Oxford, and distinguished himself in scholarship. He won the Chancellor's prize in Latin verse, the Hertford scholarship and other honors. He was a member of the Bodleian Library. He was a member of the Bodleian Library. He was a member of the Bodleian Library.

After several years of work away from Oxford, some of the time as parish priest, he returned in 1885 as regius professor of pastoral theology and canon law in Christ Church. He was a member of the Bodleian Library. He was a member of the Bodleian Library.

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Beginning This Morning at All Five Stores

The Money Saving Event of the Season

Semi-Annual Sale of Brill Clothes

For Men and Young Men, Ready to Wear

'20, '18 & '15 Summer Suits Reduced to \$13.50

'25, '22 & '20 Summer Suits Reduced to \$15.50

'35 and '30 Summer Suits Reduced to \$21.50

An average reduction of 40% in the former prices of every fancy summer suit which we have heretofore sold at from \$35 down to \$15. A large and substantial saving, which makes buying for next season a most profitable investment for those men and young men who are not in need of a suit or two to finish out the season; and for men who can use a new suit now, this is a timely saving opportunity, as many weeks still remain in which to use a summer suit.

Brill Brothers

BROADWAY, at 49th St. 270 BROADWAY, near Chambers St. 47 CORTLANDT ST., near Greenwich. 125th STREET, at 3d Ave. UNION SQUARE, 14th Street, West of Broadway.

SHAVING VANDERBILT HOUSE

STONE WALL AND SIX FEET OF YARD MUST GO

From George W. Sloan's Place at Fifth Avenue and Fifty-first Street—Mrs. W. D. Sloan's Home and That of Mrs. Russell Sage Are Under Alteration Too.

The alterations in the New York home of George W. Vanderbilt at Fifth Avenue and Fifty-first street were begun yesterday. This famous house has already been changed several times by various architects. The changes necessary to prepare the ground for the monument is now going on near the entrance at Eighth avenue and Fifty-ninth street.

It is now argued that Mr. Parsons' disapproval was sufficient in law to prevent the project from being carried out. Section 611 of the city Charter, which provides for a landscape architect for the Park Department, says that his "assent shall be required to all plans and works of construction, changes of the conformation, development or ornamentation of any of the parks, squares or public places of the city."

The objectors to the monument say that Mr. Parsons' dissent is a matter of record and still stands in the way of erecting the monument, and the fact that the Park Department is now without a landscape architect does not give the Commissioner the powers conferred by statute on the landscape architect.

In the preparatory work for the monument, several trees have been cut down on the boulevard and the trees between the west drive and the branch that runs easterly. One of the destroyed trees was a fine elm forty years old. A bare board fence has been erected in the corner of the park where it is proposed to put up the monument. This fence encloses most of the lawn.

Now six feet more are to be taken from the front of the lot. Yesterday workmen were busy removing the pavement of the roadway behind the high stone wall. The fence of Mrs. W. D. Sloan's house was also taken down after the gardeners had removed the beds of geraniums growing along the fence. Mrs. Sloan's employees continue in the summer months to keep her garden in condition, although the house is closed for six months of the year.

It will not be necessary to make any changes in the facade of either house, both have been much changed since Herter Brothers constructed them for William H. Vanderbilt. They were in reality decorators, but Mr. Vanderbilt selected them to build the two houses. Hunt and Hunt remodelled the residence of George W. Vanderbilt, and Mrs. Sloan's house has been materially changed by Carrere & Hastings.

Mrs. Russell Sage's New York home, adjoining the Collegiate Church on the west side of Fifth avenue between Forty-ninth and Fiftieth streets, will not only lose its stoop, but also the bay window. Mrs. Sage bought this house after her husband's death from Mrs. Ernest Schilling, wife of the Swiss pianist, who as Miss Lucy Draper had married into the Vanderbilt family. The alterations on the Robert Goetz house on the southwest corner of Forty-ninth street and Fifth avenue have assumed such proportions that it has been necessary to build a scaffolding over the sidewalk for the protection of pedestrians. Not only will the broad stoop be taken down, but the bay window as far up as the second story.

VADERLAND HELD

Because a Passenger From Antwerp Died at Sea.

The steamship Vanderland, from Antwerp, was held at Quarantine yesterday while the health officer made a rigorous examination. George Murkl, 68 years old, a stevedore passenger, died at sea on July 26 and was buried at sea. The ship's surgeon preserved records for a bacteriological examination which he turned over yesterday to Dr. Doty. The ship was held to await the result. The cabin passengers, 394 in number, were released late in the day and were brought up to the Vanderland pier by a transfer boat.